

Vol. XXXIII. No. 4496. 號七叶月一十年七十七百八千一英 HONGKONG, TUESDAY, NOVEMBER 27, 1877.

日三十月十年丑丁

"Hongkong Evening Mail and Shipping List." Published every Evening.

AGENTS FOR THE CHINA MAIL, LONDON :- F. ALGAR, 8, Clement's Lune, Lombard Street. GEORGE STREET, 30. Cornhill. GORDON & GOTOR, Ludgate Oirous, B. C. BATES, HENDY & Co., 4, Old Jewry, E.C. BANUBL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE ;- LEON DE ROSNY 19, Rue Monsieur, Paris. NEW YORK:-ANDREW WIND, 138, Nat-

eau Street. AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTON, Melbourns and Bydney.

SAN FRANCISCO and American Ports

SINGAPORE AND STRAITS:-SAYLE & Co., Square, Singapore. C. HEINSZEN & Co., Manila.

WILSON, NICHOLLS & Co. LAND, CRAWFORD & Co., and KELLY & WALBE. Yokohama, LANE, CRAW-FORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND,..... 650,000 Dollars.

COURT OF DIRECTORS. Chairman-H. Hoppivs, Esq.

Deputy Chairman-F. D. SASBOON, Esq. E. R. BELILIOS, Esq. | WILHELM REINERS, W. H. FORBES, Eaq. Hop, W. KESWICK, ED. TOBIN, Esq. A. Molver, Esq.

CHIEF MANAGEB. Hongkong,..... THOMAS JACKSON, Esq. MANAGER.

Shanghal,..... EWEN CAMERON, Esq. LONDON BARREBE - London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate of I per cent per annum on the daily

For Fixed Deposits :-For 3 months, 2 per cent. per annum. 4 per cent. 5 per cent. LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager Offices of the Corporation,

No. 1, Queen's Road East. Hongkong, August 16, 1877.

CHINESE IMPERIAL GOVERN MENT EIGHT PER CENT. LOAN OF 1877.

Authorised by Imperial Edict, dated the 2nd Day of the 9th Moon, of III Year of Kwong-Sv, (Oct. 8, 1877.)

> £1,604,276. 0. 10 STOCK, IN BONDS OF £100 EACH,

Bearing Interest from 81st December, 1877, the first Coupon of £1.6.8 being payable on 28th February, 1878, and Coupons of £4 being payable thereafter on 31st August and 28th February in each year, until 14th June, 1884. when the last Coupon of £2.6.8 will be

payable. The Bonds are redeemable at par within seven years (1884) by half-yearly drawings.

PRINCIPAL AND INTEREST PAYABLE IN LOR DON, HONGKONG AND SHANGHAL

PRICE OF ISSUE 98 PER CENT.

THE HONGKONG AND SHANGHAI BANKING CORPORATION, 81, Lombard Street, London, as Agents for the Chinese Government, hereby invite Subscriptions for £1,604,276.0.10 of 8 per cent. Bonds at the issue price of £98 per cent. payable as follows :--

£10 per cent. on application. 15 days after allotment.

The Bonds will hear interest at the rate the sum of pounds, being a of 28 per cent. per annum, payable half. Deposit made on application for & yearly on the 28th February and 81st August at the offices of the Hongkong and Shanghai Banking Corporation in London, Hongkopg, and Shanghai. The first Coupon for £1.6.8 for interest from 81st December, 1877, to 28th February, 1878, will be payable on the latter date, and TITIH reference to the foregoing Pros-Coupons of £4 will be payable thereafter on 31st August and 28th February in each RECEIVED by the Undersigned until the year, until 14th June, 1884, when the final

Coupon of £2.6.8 will be payable. The Bonds will be redeemed at par within Seven years (1884) by Thirteen half-yearly Drawings of £114,600 each, the ba-lance of the Loan, £114,476.0.10, being calculated at the rate of 4/. per dollar. paid off on 14th June, 1884.

The Drawings will take place in London in December and June in each year, and the Bonds so drawn will be paid of at par on the encoceding 28th February and 81st August at the offices of the Hongkong and

Banks.

Shanghai Banking Corporation in London, Hongkong, and Shanghai, after which dates interest on the Bonds so drawn will

The Loan has been authorised by an Imperial Edict, dated 8th of October, 1877, which has been communicated to the British Legation at Pekin, according to a dispatch from the British Consul at Shanghai, dated 20th October, 1877

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the Ports of Shanghai, Canton, Ningpo, I KONG grants Drafts on London and and Hankow—the four Ports which have the Chief Commercial places in Europe and generally :- Bran & BLACE, San Fron- the largest Customs' Revenue of the Em- the East; buys and receives for collection pire-to the extent necessary for the due Bills of Exchange; and conducts all kinds payment of interest and repayment of prin- of Banking and Exchange Business. cipal of the said Loan.

named for the past three years have posits for fixed periods on terms which may CHINA:-Swatow, CAMPBELL & Co. sveraged £2,005,500 per annum, and the be secertained on application. total Customs' Revenue for the same period Prochow. Hance & Co. Shanghai, at all the Ports in China has averaged £8,560,000 per annum.

The indebtedness of the Imperial Government only amounts to about £700,000, of which about £250,000 mature next year. The amounts of the outstanding Loans and the proposed Loan are therefore, together, only £2,200,000, or about two-thirds of one year's Customs' Revenue. The payments both of interest and principal on account of outstanding Loans have been duly and punctually met by the Chinese Govern-

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Cor-poration of Customs' Bonds, signed by the Chinese authorities of the respective Provinces in which the Ports referred to are situated, and by the European Commissioners at the same Ports, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

The Customs' Revenue available to meet these obligations, and for which they are

Certified translations of the official documents authorising the Loan, may be inspected at the office of the Hongkong and Shanghai Banking Corporation, London. Applications in the annexed form, accompanied by a deposit of £10 per cent., bard Street, London.

Applications from China, Japan, and Manila will be received and forwarded the Hongkong and Shanghai Offices of the Horigkong and Shanghai Banking Corporation. Those from the Straits Settlements and India to be sent to London.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture. If no allotment is made, the deposit will

be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the amount due on

Scrip Certificates to Bearer will be issued against Allotment Letters and Bankers Receipts, and Bonds to Bearer, when ready. will be exchanged for fully paid-up Scrip. Forms of Application can be obtained of the Hongkong and Shanghat Banking CORPORATION, at their offices in London. Hongkong, and Shanghai. Hongkong, 24th November, 1877.

TO BE RETAINED BY THE BANKERS.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877. FOR £1,604,276. 0. 10 STERLING.

Norrettanner TO THE HONGRONG AND SHANGHAI BANK-ING CORPORATION.

I request that you will allot me £ of Bonds of the above Loan in accordance with the Prospectus, issued by you datedupon which I have paid the Deposit ofpounds, being at the rate of £10 per cent., and I engage to accept the said Bonds or any less number you may allot me, and to make the remaining payments thereon in accordance with the

Name at full length...... Address, crestermentitaring Date...... 1877. BANKERS' RECEIPT TO BE RETAINED BY

THE APPLICANT. CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877.

FOR £1,604,276. 0. 10 STERLING. No. Received this day of

of Bonds of the above Loan. For THE HONGKONG AND SHANGHAL BANKING CORPORATION. eteterifreigenstärffetacebe

Lines continue

Pectus APPLICATIONS will be 15th of DECEMBER next, on which Date the Allotment will be made, and the final instalment of 48 per cent, will be payable

> T. JACKSON, Chief Manager, Hongkong and Shanghai Banking Corporation, Agents testing Loon,

Banks.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA:

CAPITAL£800,000.

RESERVE FUND,.....£110,0001. BANKERS.

THE BANK OF ENGLAND. THE CITY BANK. THE NATIONAL BANK OF SCOTLAND.

I HE BANK'S BRANCH in HONG

Auctions.

PUBLIC AUCTION.

VALUABLE LAND AND HOUSEHOLD PROPERTY, &c.

ANE, CRAWFORD & Co. have received instructions to sell b Public Auction, (unless previously disposed of by Private Sale), on MONDAY.

the 31st December, 1877, at Noon, at BEEF, in Kegs 25 lb. each. their Sale Room, Praya Central,— The following PIECES or PARCELS ANCHOVIES. of GROUND, with the Buildings creeted

First -All that Piece or Parcel of GROUND, situated in Victoria, Hongkong, and Registered in the Land Office as the remaining portion of Inland Lor No. 41, abutting on the North side thereof on a Public Road, and Measuring suit Purchasers. thereon 153 feet, on the South sid thereof on Section A of the aforesaid specially charged, is £2,100,000 per an- Inland Lot No. 41 and Measuring thereon 75 feet and 55 feet, on the East nide Quality. thereof on a Public Road, and Measuring thereon 88 feet, and on the West side thereof on a Close Registered in the Land Office as Inland Lot No. 201, and Measuring thereon 36 feet, which said will be received by the Hongkong and Piece or Parcel of Ground contains in Shanghal Banking Corporation, 81, Lom- the whole about 8,000 square feet, of which the Annual Crown Rent is \$73.01, -together with the Messuages or Tenements standing thereon, at present leased

by D. RUTTUNJEE, Esq. Second.—All that Piece or Parcel of GROUND, situated in the Poke-fo-lum District of Hongkong, and Registered in the Land Office as FARM LOT No. 26, abutting on the North side thereof on Closes Registered in the Land Office as Farm Lots Nos. 18 and 25, and Measuring thereon 1,200 feet, on the South side thereof on Government Ground, and Measuring thereon 600 feet, on the East side thereof on a Water Course, and Measuring thereon 1,400 feet, and the West side thereof on the Sea at high Water Mark, and Measuring thereon 700 feet, which said Piece or Parcel of Ground contains in the whole 221 Acres. of which the Annual Crown Rent is

All that Piece or Parcel of GROUND situated in the Poke-fo-lum District of Hongkong, and Registered in the Land Office as FARM LOT No. 30, abutting on the South side thereof on a Close Registered in the Land Office as Farm Lot No. 29, on the East mide thereof on the road to Aberdeen, and on the North and West sides thereof on a Water Course which said Piece or Parcel of Ground contains in the whole 31 Acres, of which the Annual Crown Rent is \$12; together with a quantity of Building Materials at present contained in and about the houses described as "Belmont" upon the afore-

said Lots. TERMS OF SALE, One-half of the pur chase money to be paid on the fall of the hammer, and the balance on completion of the Deed or Deeds of Transfer, the expenses of which to be paid by the

The Property to be at purchasers risk I on the fall of the hammer.

For further Particulars, apply to LANE, CRAWFORD & Co. Hongkong, October 31, 1877. de80 RELIABLE,

For Sale.

FOR SALE.

TUBORGS FARIKERS, 87 per Case quarts. 89 per Case pints. LANE, CRAWFORD & Co., Hongkong, November 7, 1877.

FOR SALE.

SHAMBER CANTON

THE Desirable PROPERTY kwown as Lor No. 46, consisting of Commodious DWELLING HOUSE, OFFICES and For particulars, apply to G. M. BMITH, BILK GODOWN.

Ostober 15, 1877,

HAVE FOR SALE. beginnie 20. Coneral .-- David Sas-A LARGE ASSORTMENT OF

AMERICAN COOKING & PARLOUR bice office to stoyes and address and addr

THENDERS and FIRE IRONS.

Local Bills discounted, and Interes The total Customs' Receipts at the Ports | allowed on Current Accounts and on De-

Superior California LAMBSWOOL FAIRBANK'S SCALES, from 400 lb.

to 2,500 lb. BRUSSELS and TAPESTRY CAR-PETS various patterns. VELVET and TAPESTRY SOFA CARPETS and RUGS.

DOOR MATS. HORSE BLANKETS. Central and Pin-fire CARTRIDGE

Gun-WADS, PERCUSSION CAPS. STATIONERY, of every description. BOOKS.

WORKS OF REFERENCE.

NOVELS. SCHOOL BOOKS. SHEET MUSIC and SONGS. Fresh APPLES, and LEMONS. SALMON BELLIES, in Kits. MACKEREL, TONGUES & SOUNDS. Family PIG PORK, and Prime Mess

CAVIARE, SARDELLES, and Spiced Prime American BACON and HAMS. Cutting's JAMS and JELLIES Assorted.

GRAHAM FLOUR, CORN MEAL, RYE MEAL, do., do. Canned Dessert FRUITS. Compressed CORNED BEEF, BEEF TONGUES.

PICKLED SALMON, in Quantities to CROSSE & BLACKWELL'S OILMAN STORES, of every kind; Fresh Supplies received by every Steamer. CLARET in Cask, (Bandol), Superior

BARCLAY PERKIN'S PORTER, in Hogsheads and Kilderkins, and the GUINNESS'S STOUT. Bottled by E. & J. BURKE, in Pints and Quarts. BASS' PALE ALE, Bottled by CAMERON

and Saunders, in Pints and Quarts. Hongkong, November 23, 1877.

Intimations.

NOTICE. the him on the local A. MILLAR & Co., PLUMBERS, AND GAS FITTERS.

Queen's Road East, HONGWONG? September 15, 1877.

NOTIOE

THE OFFICE of the Undersigned has been REMOVED to No. 13. DUEEN'S ROAD CENTRAL.

MEYER & Co. Hongkong, November 19, 1877. de3

DENTAL NOTICE. TR. ROGERS begs to say that he has RETURNED, and is now ready to receive Patients.

Hongkong, November 22, 1877. DENTAL NOTICE

R. STOUT has RETURNED, and will be ready to receive Patients on MONDAY the 24th Instant, until further notice, at his Rooms, Ground Floor, HOTEL DEL UNIVERS. Office hours, 8 to 12 Noon and 2 to 4 p.m. Hongkong, September 22, 1877.

NOTICE. ADIES or GENTLEMEN desirous having their PIANOS TUNED REPAIRED before the Coming Season are requested to give their Orders at once, to prevent disappointment. Orders may be left care of Mesers LATE,

CRAWFORD & Co.

A. HAHN, Planaforte Warehouse, Praya Bast. Hongkong, November 20, 1877.

ECONOMICAL

BAFE

TESIRING to benefit by the world wide reputation of our Oil, pertain parties have attempted to imitate our packsges. Suits at law have been instituted against the MAKERS AND PURCHASERS of these imitations. Buyers should be dareful to see that the words "DEVOES BRIL-LIANT are stencilled on the cases, and the words "DEVOE M'TG CO. PATENTS are stamped on the top of the san,

THE DEVOK MANUFACTURING CO. 80 Boures and 127 Posel Stevels, DEW YORK, U.S. A.

intimations.

G. FALCONER & Co. WATCH AND CHRONOMETER MANUFACTURERS.

JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central Hongkong, August 20, 1877. HUNYADI JANOS WATER.

THE BEST NATURAL APERIENT. DARON LIEBEG affirms that "its righness in APERIENT SALTS surpasses that of all known WATERS."

WHOLESALE OR RETAIL OF A. S. WATSON & Co., Hongkong Dispensary. Hougkong, November 2, 1877.

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS DRUGGISTS SUNDRIES, TOILET REQUISITES, PATENT MEDL CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf. Hongkong, July 13, 1876.

THE HONGKONG HOTEL TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the Hongkong HOTHL COMPANY, LIMITED, who will supply

By Order of the Directors, LOUIS HAUSCHILD,

Hongkong, September 15, 1877.

any information required.

shipping.

Steamers. FOR PORT DARWIN & COOKTOWN

The British Steamer Captain Johnson, will be despatched for the above Ports on THURSDAY, the 29th Inst., at 3 p.m.

For Freight or Passage, apply to HOP KEE & Co. Hongkong, November 23, 1877.

FOR MANILA. The Steamship "ESMERALDA," Capt. THEBAUD, will be despatched for the above Port on FRIDAY, the 30th Instant, at Noon.

For Freight or Passage, apply to J. Y. V. SHAW, Hongkong, November 26, 1877.

FOR YOKOHAMA. The British Steamship " BERTHA. LANGLEY, Master, shortly ex-

pected, will have quick despatch as above. For Freight or Passage, apply to WM. PUSTAU & CO.,

Hongkong, November 24, 1877. The Eastern & Australian Mail Steam Co.'s Steamer "SOMERSET" will be despatched from SINGAPORE for BRISBANE, SYDNEY and MELBOURNE, (calling at the usual Australian Coast Forts), on the 10th

December next. For Freight or Passage, apply to the Undersigned, who are prepared to grant through Bills of Lading. GIBB, LIVINGSTON & Co.,

Hongkong, November 19, 1877:

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS. The Company's Steamship Comdt. DELAMARCELLE, WILL be despatched for YOKO

Franch Mail H. DU POURY, Hongkong, November 24, 1877.

HAMA shortly after the arrival of the next

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOT POSTE FRANCAIS.

The Company's Steamship Comdt, Champenots, will be despatched for BHANGHAI shortly after her arrival from Europe. H. DU POURY,

Hongkong, November 84, 1877,

PRICE, \$24 PER ANNUE,

Shipping.

Leannest the Republication of

ATTABLE RESIDET A

Steamers.

FOR YOKOHAMA & HIOGO. The British Steamer "ZANZIBAR," shortly expected from Singa-

PORE, will have quick despaich as above. L. Weenix, ving. For Freight or Passage, apply to Torre MELOHERS & Co.,

Hougkong, November 22, 18773

The A 1 German Barque "MARIE,"

have a quick despatch. For Freight or Passage, apply to ROZARIO & Co.

FOR MELBOURNE & SYDNEY. The A 1 British Barque " EMPREZA,"

For Freight, apply to

Hongkong, November 1, 1877.

ROZARIO & Co.

The A 1 Clipper Barque "GOLDEN RUSSETT." RICHARDSON, Master, will have

WM. PUSTAU & Co.

The A 1 American Bark "T. A. GUDDARD," A. F. SMITH, Master, will load here for the above Port, and have early despatch.

RUSSELL & Co. Hongkong, November 20, 1877. : 19 de20

The German Ship "GUSTAV & MARIE." BUHRSOH, Master, will have

For Freight or Passage, apply to WIELER & Co.

> FOR SAN FRANCISCO. The A 1 British Clipper Ship

"CILURNUM."

YOGEL HAGEDORN & Co.

SHREWSBURY, Master, will load here for the above Port, and For Freight, apply to

FOR NEW YORK. The A 1 American Ship

Hongkong, November 8, 1877. FOR HONOLULU.

The A 1 American Ship CHARTER OAK. STAPLES, Master, will load here for the above Port, and

The A 1 British Ship DENNETT, Master, will load here for the above Port, and will have

For Freight, apply to VOGEL HAGEDORN & Co. Hongkong, October 10, 1877.

FOR LONDON.

The * A 1 100 years splendid British Clipper Ship "SYDENHAM," MILLAR, Commander, will have quick despatch for the above Post. For Freight, apply to

VOGEL, HAGEDORN & Con Acenta.

Hongkong, Coptember 27, 1877

Sailing Vessels. FOR DUNEDIN (N. Z.) Capt. BURMEISTER, will load here for the above Port, and

Hongkong, November 14, 1877.

Capt. SRINNER, will load here. and have a quick despitch as

FOR HAMBURG.

quick despatch as above. For Freight, apply to

Agents. Hongkong, November 23, 1877.

FOR NEW YORK.

For Freight, apply to

FOR HAIPHONG.

quick despatch for the above

Hongkong, November 17, 1877.

will have quick despatch,

Hongkong, November 17, 1877.

INGRAHAM, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co.

will have quick despatch. For Freight or Passage, apply to VOGEL, HAGEDORN & Co.

FOR NEW YORK.

Hongkong, November 8, 1877.

To-day's Advertisements.

TTICTORIA REGATTA TWENTY-SECOND MEETING. FRIDAY AND SATURDAY

21st and 22nd December, 1877. EXCELLENCY JOHN POPE HEN-NESSY, C.M.G.

VICE-PATRON. COMMODORE WATSON, R.N.

Hon, W. Krawiok. H. B. G199, Esq. W. H. FORBES, Kaq. Hon. Col BASSANO, H. Hoppius, Esq. | C.B. G. B. EMORY, Esq.

T. JACKSON, Esq., CHAIRMAN.

Major Brodigan, 28th W. Hynes, Esq. A. P. McEwen, Esq. Regiment. C. V. SMITH, Esq. H. E. WODEHOUSE, E. BEART, Esq. IA. R. S. F. WALKER, H. M. SCHULTZ, Esq. 28th Regiment D. GILLIES, Esq. E. L. WOODIN, Esq.

DUDLEY C. TRAVERS, Esq., Honorary Secretary. JUDGE.

J. P. McEUEN, Esq., R.N. Rowing...... Hon. C. O. SMITH.

YACHTS E. BEART, Esq. OPEN SAILING BOATS. E. BURNIE, Esq.

Rowing...... Hon. C. C. SMITH.

YACHTS E. BEART, Esq. OPEN SAILING BOATS, E. BURNIE, Esq. FIRST DAY,

FEIDAY, 21ST DECEMBER, 1877.

FIRST RACE, -1 P.M. Junior Sculla. For Single Pair Sculling Boats, Entrance \$5. Distance One Mile. "Brokers' Cup." Open to any one who has never won a Soulling Race in China and Japan.

SECOND RACE. -1,80 P.M. For Gigs pulled by European Non-Commissigned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance One Mile. Entrance \$1. First Prize 15; Becond, 25. Out-rigged Boats ex-

THIBD RACE. - 2 PM. The "Chairman's Cup," for Four-Oared Canton Cutters. Distance One mile and a haif. Entrance \$10.

FOURTH RAUE .- 2,30 P.M. For Men-of-War Gigs and Whalers. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. No time allowed for Oars.

FIFTH RACE.—8 P.M. "LADIES' PURSE." For Single Pair Sculling Boats. Distance One Mile. trance 35,

S1XTH RACE. - 8.30 P.M. For House Boats and Gigs pulled by Chinamen. Distance One Mile. Entrance First Prize, \$15; Second, \$5. Time for Oars, 6 seconds per Oar.

SEVENTH BACE .- 4 P.M. International Race. "Challenge Cup"presented by the Merchants of Hongkong -for Four-Oared Canton Outters. To be won two consecutive years before being Distance One Mile. Entrance

SAILING RACE. For Men-of-War's Boats, any rig. strance \$2. First Prize, \$20; Second,

YACHT RACE For all Yachts. Entrance \$5. Time allowed for Tonnage, 15 seconds per ton: Cup presented.

SECOND DAY. SATURDAY, 22ND DECEMBER, 1877.

FIRST RACE,-1 P.M.

For Gigs pulled by European Non-Commissioned Officers and men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Winner Second Rece on first day, and out-rigged Boats excluded.

SECOND RACE. -1.30 P.M. For House Boats & Gigs pulled by China-Distance One Mile. Entrance \$1 Wirst Prise, \$15; Second, \$5. Winner of Sixth Race on first day excluded. SION. Time for Cars, 6 seconds per Car. THIRD RACE .- 2 P.M.

" Members' Cup "-presented by Members of "The Victoria Recreation Club"for Four-Cared Canton Cutters, Distance One Mile and a half. Entrance 210. Winner of "The Chairman's Cup"

FOURTH RACE -2.80 P.M. For Men-of-War Cutters. Distance One Mile. Entrance \$1. First Prize, \$15 Second, \$5. No time allowed for Cars.

FIFTH RACE. -- 3 P.M. Senior Sculls. Cup presented by the Parsee Community. Distance One Mile. Entrance \$5. Winner of the "Ladies" Purse" excluded.

Sixth Race. — 8. 30 P. H.

For Officers of H.M.S. Audatious against Fleet in harbour. Cup presented by the Members of the Hongkong Club, to be Towed in Canton Fours. Distance One in Hongkong Harbour town Mile Entrance \$10. SEVENTE RACE, -4 P.M.

Members open to all Members and Honotary Members of the Victoria Recreation Ulub, to be rowed in Canton Fours. Distance One Mile. Entrance

SAILING RACE. For all Open Boats, Chinese excluded Entrance \$2. First Prise, \$20 ; Second

VACHT RACE, For all Yachts Entrance \$6. Time allowed for Tonnage, 15 seconds per ton. Oltin presented by the Victoria Recrea-

DUDLEY C. TRAVERS Hos, Seststary, Victoria Recreation Club. Hanges, 37th November, 1977,

To-day's Advertisements.

FOR HAIPHONG (DIRECT,) The Steamship "HOLYROOD" will be despatched for the above Port, on THURSDAY, the 29th inst., at 5 p.m.

For Freight or Passage, apply to SIEMSSEN & Co. Hongkong, November 27, 1877.

FOR SWATOW. AMOY & FOOCHOW. The Steamship "DOUGLAS," Captain G. D. PITMAN, Will be despatched for the above Canton. Ports on FRIDAY, the 30th Instant, at

Daylight.
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, November 27, 1877.

FOR MELBOURNE & SYDNEY. The Brit. 3-m. Schooner "SEA BELLE" Captain Ross, will load here for the above Ports, and will have puick despatch.

For Freight or Passage, apply to HOP KEE & Co. Hongkong, November 27, 1877.

FOR HAMBURG AND LONDON. The A 1 British Ship S. CLYMA, Master, 3/4ths of her Cargo engaged, will load here as above, and will be despatched on or about the 31st December.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, November 27, 1877.

ENTRIES for RACES in the above

Regatta may be made to any one of the undermentioned Gentlemen :-H. E. WODEHOUSE, Esq., Ident. WALKER, 28th Regt., W. HYNES, Esq.,

C. V. SMITH, Esq., BEART, Esq., H. M. SCHULTZ, Esq., or to D. C. TRAVERS, Esq., Hon. Sec., Victoria Recreation Club

Hongkong, November 27, 1877. FROM CALCUTTA, PENANG AND

SINGAPORE. THE S. S. Argyll having arrived from

the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery

Cargo impeding the discharge will be at once landed and stored at Consigness' risk and expense, uninsured against fire. JARDINE, MATHESON & Co. Hongkong, November 27, 1877.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE British S. S. Japan, Captain H. DE SMIDT, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consigness' risk DAVID SASSOON, SONS & Co.,

Hongkong, November 27, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF TOKIO will be despatched for Ban Francisco, via Yokohama, on WEDNES-DAY, the 19th December, at Noon, taking

Passengers, and Freight, for Japan, the United States, and Kurope. Through Bills of Lading issued for transportation to Yokohama and other Japan-Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerars, and to ports in Mexico, Central

and South America by the Company's and connecting Steamers. Through Passage Tickets granted England, France, and Germany by all trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER OENT on regular rates is granted to OFFICERS OF THE ARMY AND NAVY, MEMBERS OF THE CIVIL AND CONSULAR SERVICES IN COMMIS-

Freight will be received on board until 4 p.m., 18th December, Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full ; value of same Consular Invoices to accompany Overland

Cargo should be sent to the Company Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co , Agents, Hongkong, November 27, 1877.

Not Responsible for Debts.

Aleither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crow of the following Vessels, during their stay

Althington, British barque, Captain G. Cunningham. - Wieler & Co. Cittunguit, British ship, Captain E. Shrewsbury. - Wieler & Co. Colorado, American ship, Captain In-

graham. - Russell & Co. James Wilson. - Melchers & Co. BREOMHALL, British ship, Captain H. Bate, -Russell & Co.

JACATRA, Dutch brig, Captain Dirkson. -Biemssen & Go. CHARTER OAK, American ship, Captain Staples. - Jardine, Matheson & Co. FORMOSA, German 8-m, Schöoner, Capt,

Bahwear, -- Melohers & Co. ARSYLL, British steamer, Captain D. Scottendardine, Matheson & Co.

SHIPPING.

Nov. 26, Malvina, German barone, H. Kluge, Newchwang Nov. 17. Beaus, WIBLER & Co.

Nov. 26, 7 p.m., Towniz, French steamer, 1156, G. Da la Marcelle, Yokohama Nov. 20. Mails and General - Musiconne MARITIMES. Nov. 28, Alexandra, British barque, 107,

Walter Elliott, Liverpool May 28, Coal --DOUGLAS LAPRAIN & Co. Nov. 27, Peng-chou-hai, Chinese R. C. from Canton. Nov. 27, Chen-chi, Chinese gunboat, from

Nov. 27, Li-she, Chimana gunboat, from Nov. 27. China, German steamer, 647.

Ackermann, Shanghai Nov. 24, General,-SIRMEARN & Co. Nov. 27, Argyll, British steamer, 1970 D. Scott, Calcutta Nov. 11, Penang 18, and Singapore 20, General, -JARDINE, MATHE-

Nov. 27, Japan, British steamer, 1865. H. de Smidt, Calcutta Nov. 11, Penang 17, at 8.00 p.m. and Singapore 20, General .- David San-BOOM, BONE & Co. Nov. 27, Djenmah, French steamer, from

Marselles, via Salgon Nov. 23, Mails and

General -- MESSAGRETES MARITIMES. DEPARTURES, Nov. 27, Hailoong, for Coast Ports. 27, Zamboanga, for Amoy. 27. Orestes, for Shanghal. 27, Pernambuco, for Swatow. 27, Danube, for Bangkok.

CLEARED. Memnon, for Manila Jacatra, for Balgon. Abiel Abbot, for New York. Norna, for Swatow.

Auguste, for Honolulu. Passengers.

ABRIVAD. Per Maleina, from Newchwang, Mr and Mrs R. M. Hobson, two children and ser-

Per Tanais, from Yokohama: for Singapore, Mr de Oristoforis ; for Marselles, Mrs Bauer, infant and female servant. Mr and Mrs Dury, Messrs Farfara, Ebell, Gougand, Dackoku, Polasso, White, and ten Japanese

Per Peng-chou-hal, from Canton, H.E. The Hoppe of Canton, and Mr T. Marsh Per Li she, from Canton, Mr J. McL.

Per China, from Shanghal, Mesure Peters and Campbell, 70 Ohinese and one European Per Japan, from Calcutta, do., Mrs H. de Smidt, Miss Walls, and 300 Chinese, Per Argyll, from Calcutta, &c., 163

Brown (Commissioner of Customs, Canton)

DEPARTED. Per Hailoong, for Swatow, Mr Rutherford; for Foochow, Mr Haynes. Per Orestes, for Shanghai, Messrs P.

Holt and J. Swire. Per Pernambuco, for Swatow, Mr. H. Ebell, and 180 Ohinese. Per Lambounga, for Amoy, 50 Chinese. Per Danube, for Bangkok, 168 Chinese.

TO DEPART. Per Norma, for Swatow, 150 Chinese. Per Auguste, for Honolulu, 383 Chinese.

SHIPPING REPORTS.

German barque Maleina reporta burong to moderate it. W. winds to bishtung Promontory, thence to Barren Islanda light variable winds, and latter part moderata monsoon. The British barque Alexandra reports:

On the 9th of November, spoke the British barque Chinaman, from Hongkong bound for New York, 6 days out, in Lat. 11.02 N. and Long. 111 E. The German steamer China reports

Fine weather and moderate monsoon all the bassage, passed P. & O. S. N. Co.'s steamer and P. M. S. S. China under Lammocks, and S. S. Amoy under Cupchi. The British steamer Argull reports Fresh N.E. winds and heavy sea from

The British steamer Japan reports After leaving Singapore experienced moderate N.E. monsoon up to 7 N., from thence to port strong N.E. monsoon and

Charters Effected.

The following charters have been effected during the last few days :-

American bark Chasca, 628, Cebu to New York, or Boston, or London, or Liverpool,

British ship Oneida, 2298, hence to Haman elevation of about 6000 feet above British barque Golden Russet, 408, hence the level of the sea. It was taken by to Hamburg, private.

British barque Faith, 481, Manila to the Russians in 1829, but was restored London, or Liverpool, Sugar £2 per ton of to Turkey in the following year. 20 cubic feet, Hemp £8, if all Sugar £2.5/, 30 lay days. British schooner Sea Belle, 212, honce

Melbourne and Sydney, private, German brig Carl, 218, hence to Soursbaya, \$950 in full, 21 lay days. German ship Gustov & Marie, 354, hence to Batavia and Samarang, \$1,600 in full,

80 lay days. American barque Philip Fitspatrik, 582, hence to Singapore, \$1,050 in full, It lay

British steamer Pernambuco, 648, Swatow to Singapore, Passengers \$8 per head, 12 lay days. British steamer Riga, 921, Swatow to Singapore, Passengers \$8 per head, 12 lay

The British ship Elicabeth Nicholson, 900 tons, left for Manila, seeking.

POST OFFICE HOTIFICATION MAILS will close :-For SWATOW .--

Par B.I.O.M.S. PANG-CHOU-HAI, at 7.80 s.m. To-morrow, the 28th inek, instead of as proviously noti-

Per NORNA, at 7.30 a.m., on Wedness day, the 28th inst HATE CARRIE, British barque, Captain For PORT DARWIN & COOKTOWN .-Per CHARLTON, at 2.80 p.m., on Thursday, the 29th inst.

For BAIPHONG & BANOL-Per HOLYROOD, at 4.80 p.m., on Thursday, the 29th inst. For MANILA,-

Per ESMEBALDA, at 11.80 a.m., on Friday, the 80th inst. For YOKOHAMA & SANFRANCISCO,-Per BRIGIO, at 2 30 p.m., on Saturday, the 5th December, instead of as pre-Plotte Littal

THE HONGKONG DISPENSARY

Established A.D. 1841. 香港大藥房

A. S. WATSON & Co., AMILY & DISPENSING CHEMISTS, Wholesale and Retail Devegues, 1MPORTERS

DRUGGISTS' SUMDRIES, NURSERY REQUI SITES, TOILEY REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATERS MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters. The Manufactory is under direct and continuous European Supervision. Hongkong, June 1, 1876.

The publication of this issue commenced

THE CHINA MAIL.

HONGRONG, TUREDAY, NOV. 27, 1877.

THE fall of Erzeroum, on which General his command except the division left at an early day. Kars is said to be marching, is, we fear, a mere question of time. Erecoum, the strong bulwark of Armenia in older times, is perhaps, in itself, but a feeble fortress in these days of improved artillery, although very little has been made known as to what its present defences really are. The statement that the Sul tan has ordered the garrison to resist the Russians, looks very much as if the policy of defending the place at all w in question. Correspondents of newspapers visiting there have hinted occa sionally of the neglected state of its armaments and of the preparations being made to place them in a more formidable condition; and a recent telegram asserted that Muhktar Pasha, after his retreat from Kars, was busying himself with the defences of the place, but all these reports by no means indicate that Erzeroum is place prepared to offer a lengthened resistance to a strong, determined, and well-equipped, besieging army, such is now assembled before it. The question of provisions also becomes an important one in a town containing least tens of thousands of non-combatan persons, although since the Russian advance on the place became probable the Turks have no doubt had time throw immense stores of food into the place. The hopes of Erzeroum, however, must mainly lie in the direction of relie from the outside, and here the prospect is an exceedingly gloomy one. It is said the Russians had 70,000 troops before Kars, their forces in Asia having been reinforced by nearly 40,000 fresh men during the five or six weeks previous On the other hand Muktar Pasha's forces on the day of his disastrous defeat were reckoned at not more than 40,000, including fourteen battalions drawn from the Kara' garrison. Probably the Turk ish General lost nearly half his men the fights ending in his flight to Kars and, after making up the garrison of that fortress to probably nearly 10,000 men he must have had less than 20,000 men with which to continue his flight in the direction of Erzeroum. Since then however, Muhktar Pasha has been reinforced by the army of Ismail Pasha and troops from Constantinople and other places, and probably has now under his command an army equal in numbers to that on the day of his defeat. The Rus sians, however, must also have been reinforced by the concentration of the whole of their forces in Asiatic Turkey upon Kars and Erzeroum, and 40,000 men will never enable Muhktar Pashi to raise the siege of Erzeroum. Nor the present position of affairs is it easy

IT will be seen by one of the telegrams which we extract from the Straits' Times Extra that the United States House of Representatives has " adopted free coinage (10f) a standard silver dollar, making the same a legal tender." In our last summary of news by the American mail we gave the text of what was no doubt read as follows : "Be it enacted, etc., that there shall be from time to time coined at the Mints of the United States, silver dollars of 4121 grains standard silver to a dollar, as provided for in the Act of January 18th, 1887, and that the said dollar shall be a legal tender for all debts, public and private, except where payment of gold coin is required by law. The Bill has, no doubt, yet to pass the Senate, and if it pass that stage, it will remain to be seen what effect it wil have on the silver question,

to see how more troops, fit to meet the

trained soldiers of Russia, can be spared

by the Turkish authorities for the Asiatic

campaign. Erzeroum is a town of about

50.000 inhabitants, built on a plain at

REUTER'S TELEGRAMS. [SUPPLIED TO THE " CHIMA MAIL"]

(By Southern Route)

Loudon, 25th Nov. 1877. Marshal MacMahon experiences great difficulty in forming a new Cabinet.

THE WAR. A Russian Division has been left at Hars, and General Loris Melikoff with the remainder of the Russian troops is marching be supplied by another of the White Star I examined the position of the index of Austral Erfstoum,

LOCAL AND GENERAL

French mail, arrived as we were going t

WE observe that the O. & O. steamer Belgic will leave on Saturday week, the 8th December.

TRE P. & O. S. S. Teheran, with the outward mails, left Singapore for this port at

8 a.m. yesterday (Monday). THE P. M. S. S. Co.'s str. City of Tokio with the next American mail, left Yokohama for this port on Saturday, the 24th

instant.

A MARINE Court of Inquiry will be held at the Harbour Master's Office at noon on Thursday next, the 29th instant, to investigate the dicumstances attending the loss of the British barque Queensberry.

Dramatic Olub are again in barness, and that Tchearsals have commenced. Nine

THE number of deaths by the Yesso catastrophe up to the present moment is 75 none died to-day. These deaths are only into consideration." of those known to the Police, there being others, who did not get into the hands of the Police at all, but went straight to their

homes and died there. AT the Marine Court to day Ah Man, seaman belonging to the Slamese barque Princess Saraphi, was charged with deser-Defendant stated in defence that he came on shore and had a little drink and did not like to return ; sent to six days' hard

labour at order of Captain. THE usual fortnightly entertainment at the Temperance Hall last evening was fairly well attended and a very pleasant hour and a half was spent. The best feature of the entertainment was the superior recitations of a gentleman who has lately come forward to assist. Mr. Braddon was in the chair and kept the audience in good humour by his quaint remarks.

MR Bernard and Mr King, the Chief and Third Engineers of the steamer Yesso, were arrested by the Police this afternoon on charge of manslaughter in connection with the late catastrophs on board that vessel. The Inspector on duty refused to allow ball, pending instructions from the Acting Capa little but not anything worth noticing.

tala Superintendent of Police. H. E. The Hoppe of Canton proceeds to Swatow in the Chinese Cruiser Peng-Chao-Hai on an official visit, taking with him his seals of office, and about a hundred of his suite. His Excellency, accompanied by the Canton Commissioner of Customs (Mr J. McLeavy Brown) paid an official visit to H. E. Governor Hennessy to-day and on landing was received with the usual salute from the shore battery. The Pengchae-has and the two other Chinese gunboats in harbour were gaily decorated on the occasion. Mr T. Marsh Brown was in

attendance on His Excellency. Wz have been favoured with a copy of the following Government notification :-

CALAMITY ON BOARD THE " YESSO." His Excellency the Governor has receiv ed the following Telegram from the Right Honourable The Earl of Carnarvon, Her Majesty's Principal Secretary of State for

By Command, J. GARDINER AUSTIN. Colonial Secretary. Colonial Secretary's Office, Hongkong, 27th November, 1877.

the Colonies.

DOWNING STREET. London, Nov. 26th, 1877. have heard with deep regret of the calamity on board the Steamer Yesso. announced in your Telegrams. (Signed) CARNARVON.

The men who survive the injuries received on board the Yesso have been taken away by their friends, by permission of H. E. the Governor. One of them, we understand, was in a very critical condition, but the others were in a fair way to do well, the Bill for introducing this change. It and there were hopes of the ultimate rewas introduced by Senator Ingalls, and covery of the bulk of them under the careful treatment they were receiving at the hands of Surgeon Mowil, the Colonial Surgeon, and Dr. Wharry | but what will become of them now it would be hard to say. The wretched aufferers were removed to-day by some of their clansmen, amidst a driggling rain or Scotch mist, and the air was anything but that in which men in their condition were likely to gain in strength. Dr Wharry, in his evidence before the Coroner yesterday, said that he was of opinion that the exposure to which many of them were subjected whilst being removed to the Hospital from the steamer was sufficient to cause death; and in the face of this professional opinion it seems a to go on board the Yesso, and test the steam mintake to permit their removal. We believe that Mr Ah You is having the men to take them away. I first disconnected the

Little attampte medi & Atthe Meller,

removed at his own expenses

MRG. Wiley Wells, the new Consul-General at Shangbal, has not, it seems, left absolute THE M. M. steamer Diemnah, with the peace at home behind him. Mr Manning. of Mississippi, his successor in Congress, has prepared a list of charges against him for the purpose of preventing his confirmation in his present office. But it appears
that upon these charges being submitted to the consideration of Senator Lamar, the leading southern democrat, that gentleman refused to have anything to do with them. So Mr Wells is not likely to be shaken or disturbed by this particular effort - Zokio

A CORRESPONDENT of the L. & C. Express. writing from Glasgow over the signature of "W," says :-- "Sir,-The attention which was called by one of your correspondents recently to the influence that may possibly be brought to bear upon the subject of public sducation at Hongkong recalls a controversy which, at the time when I was resident in the Colony, was carried on with considerable warmth on this subject. One or two well-meaning, but scarcely far-nighted gentlemen-prominent among whom was the Rev. Dr Eitel-were strongly in favour of the schools not being undenominational, but being made Christian. The commendable character of the feelings which in-WE are glad to learn that the Amateur fluenced them nobody can fail to recognize; but how right Mr Stewart, the Inspector of Schools, was in withstanding this suggestion, will. I should think, be fully recognize Points of the Law" and "Boots at the ed at the present time even by those who Laris Melikoff with all the troops under Swan' will be presented to the public on advocated it. If the schools were made denominational there is little doubt what denomination would be favoured by Oatholic governor, and the undesirability of public education being made a medium of proselytising the Chinese must be apparent, when this bearing of the subject is taken

INQUEST.

FIFTH DAY, The adjourned inquest on the bodies of those who met their death by the accident on board the s. s. Yesso was resumed to-day at the Magistracy.

A plan of the boilers was laid on the table. showing the sections of the plates. Theo Bernard, the Chief Engineer, was

again examined; he said: When I went into the boiler six months ago I did not go right up to the gusset stays, but simply looked at them at a distance. I am aware that a flat surface must be very strongly supported. It did not occur to me to examine these stays. considered that the 3rd engineer would report to me in the event of anything being wrong. It was his duty to do so; he has been in the ship seven months. I have look. ed at the stays on previous occasions. Hed seen any of the stays gone I should have had them replaced by new ones. I should have done this in the event of only one being gone; I should not have considered it safe to go to sea with one stay gone.

By a Juror :- I made the examination of the boiler after the Third Engineer joined Examination continued: I never asked the Third Engineer the state of the stays in the boiler and he never reported anything about them. I have often asked him how everything was below in the boilers, and the reply was all right. I last examined the stays eight or nine months ago; they had correded

By Mr Brereton :- It is usual for all boilers even of the very best to be more or less corroded after six months, and corrosion does not necessarily imply danger unless it is very deep in the iron. The average age of Lowmoor iron to withstand corrosion is 8 or 9 years. I should not consider that boilers such as the Yesso's would corrode in three or four years. I do not think a boiler could last nine years without thorough overhani. I should not have expected, previons to this accident, that boilers such as the Yesso's would have been correded to such an extent as was the case with regard to the stays. I have been in the habit of going into the boilers and making an examination, about every three months or six months. two or three times a year. I have considered the superheater the part of the boilers requiring the greatest attention. It is the custom on board of all steamers in which they carry three engineers for the Third Engineer to take the boilers under his especial care. I have never seen the third engineer of the Yesso inside the boilers although I know that he has been inside them. I did not consider the boilers in a dangerous state when I last examined them. I never knew an accident to hanpen before from the corrosion of the stave. am quite sure that it is the duty of the Third Engineer to report any serious defects he may have discovered to the Chief Engineer; this is the oustom on board all ships. It would be his duty to report to me any repairs that were required which were likely to delay the ship. He should not report to the Second. The Third Engineer has never reported to me any defects in the stays or any other part of the boilers. On coming into the Harbour on Thursday everything was done exactly as it has been my usual

to do it for the last eleven years. By the Foreman :- I cannot give the Jury any information as to how the accident ocourred. I have not formed any notion, but it was a very bad plate. Mr Brocket superintended the building of the boilers, but they have not been examined since. They were of course tested.

sendent was not more due to the defects in the stays than those in the plate. Answer! I have looked at the grain of the iron and consider it bad. The stays are the principal thing. There is no rent in the

The Coroner: Do you not consider the

By a Juror :- The stays of the old Boiler were round stays or stay bolts, the present stays are flat sheets.

Mr Henry Clay Bailie was next called. Mr Brereton objected to his evidence being taken on the ground that he was an expert. The Coroner said that Mr Robb and Mr Gillies wers also experts. Creach wished for Mr Baille's evidence; and any evidence which would tend to assist the Jury to arrive at a clearer understanding

Mr. Bailie then proceeded to state:-I am manager of the Novelty Iron Works. I am an engineer and have a practical knowledge of boiler-making for steamers. I was sent by the Acting Superintendent of Police gauges of the mercury gauge in the fires room. I got a note from Capt. Ashton steam-pipe and mercury gauge, and drove in a wooden plug top and bottom; so as not to It is said that the atsames Oceanio will be lose any of the mercury. The ship's care withdrawn from the Chick pervice and sent penter assisted in taking away the woodto London, and her place on the route will work around the gauge; it was bound in

I the top of the grate to as in the feeth in and I

is, I had four ganges on one pipe. The pounds, and the pressure on the mercury gauge indicated also twenty-three pounds. gauge was 19 lbs. The ten-inch-faced gauge, or large one, in front of the engines indexed up to eighty pounds and shewed a pressure of twenty-seven pounds. The shop gauge was Bourdens' patent, and the other gauges are all Bourdens'. I went on board the steamer this morning to take the length

of the safety valve. of one on the port side and on the other such means are taken, as are practised at lower corner about b, the starboard lower | home. corner was the weaker portion. The stays which support the end of the boiler are what | thing extraordinary in the corrosion; boilers are termed gusset stays. They had originally are being built now of one inch and one and been a of an inch thick, there were eight of a quarter inch plates. The stays of the them. These stays were attached to angle | Yesso's boiler were only & of an inch thick, irons riveted to the end plate. On examin- and when you consider that it was acted on ing these stays, I found they were with one both sides it is not at all remarkable that exception entirely gone. They had a slight rapid corrosion should have taken place. connection, but very slight, about the thickness of a piece of blotting paper; the old quarter to three. connection was about two inches. To all appearance these stays had had no connection for a long time, because the separated parts of the edges were considerably apart and were covered with the sediment of the boiler. Some of them I should say may have been detached six months ago. I am of opinion that an examination of these stays twelve months ago would have shown them defective at least some of them. It is impossible that they could have been examined six months ago without having been found in a very unsafe state. The function of these stays is to support the end; it being a flat surface and without such supports it would not be safe to use much pressure. The area of segment taking the area of the first line of stays as cord is 644 inches, the pressure at 15 lbs. to the square inch on the entire sum of this surface would be 48 tons, at 20 lbs. pressure it would be 87 tons. The surface I give is what was unsupported by any stays, the only support being the rim which was attached to the and of the boiler. The angle irons would of course stiffen the plate but not support the plate otherwise. I am of opinion that the rupture first took place at the starboard lower corner. That it did so is proved by an upright which supports a wooden bulkhead In its original position it was upright and the lower part had evidently been lifted up and as the plate ripped was carried over to port and was found resting between the boilers, the upper part of the upright being still fastened in its original place. There was plenty of room to get into the boilers and examine the stays. The distance between the top of the combustion chamber and the top of the boiler was four feet four inches, The port boiler has not been examined by either Mr Gillies or myself. There was no trouble in examining the stays, and it would have been quite easy to put new stays in. The thickness of the stays was # iron. Corrosion can take place all round these stays whereas the shell of the boiler is only attacked on the one side. These stays require much more care taken with them. It is the duty of every engineer to examine his boiler personally and to ascertain their state by hammering or boring. I consider that two years after hollers have been in use they ought to be thoroughly examined and tested. .. I be-

By a Juror :- I cannot say that such exsiminations are made and the safely valves altered by engineers on board steamers out here; there is no compulsion out here, but it ought to be done.

years after the boilers were made

that deterioration would have most likely

been found to have taken place. It is the

Chief Engineer's duty to make an examina-

tion of the boilers himself. Such examina-

months. The examination should consist

boring and tapping, and if any signs

safe standard.

Continued: -I consider that without any internal examination of the boiler it was the duty of the Chief Engineer of the Yesso to have lowered the weight of the safety valves having regard to the edge of the boilers. certainly think it was his duty to have made special inquire about the state of these stays. There are other parts of the boilers which require special attention, such as the superheater, as it is exposed to the moisture of the air. I consider that 3/16 inch Lowmoor iron is a good thickness; it must have been a good plate to have bent at right angles. The plate might have borne 20 lbs. pressure, but I should not consider it safe. should not have considered it safe to have used the boilers at all in their then state. If I had discovered their weakness at sea I should have lowered the safety valve to 8 or

By a Juror :- The plate was also corroded. The plate was dangerous itself without reference to the stays at all. It would have been the duty of the Chief Engineer to have had the plate renewed if he had known its condition to be such as it is now.

Continued !- There was no difficulty that I am awars of in finding out the condition of that plate. It was his duty to know its condition. It would have taken a couple of days to have replaced the plates.

A Juror: The Chief Engineer stated that and they were not dangerously corroded; is was lifted up. The hatch board was lifted 15 lbs., and we were running with one are go on sea, then that Kwok Kum Seng

Answer: I think not. It is not possible for the iron of a boiler to corrode sometimes more quickly than at other times when the circumstances are the same. I do not know if there are any gusset stays in the after end of the boilers; I have not examined any other

at home every six months. In speaking as upper deck, nor was there any exaggeration. every trip, as we got nearly a foot of mud old or new, and begs Lordship's kindly to am speaking from the practice in England have stated it so, nor could be have been Tientain. There were stays (cound stays) charged. And so in duty bound Your and my own experience. A much high- alive now, Tang Asam was his brother, in her boiler, and I had 12 extra once put Petitioner shall ever pray, py standard of officiency is required of aged to, a mative of Taipo in Chineban, | an | I wone to the office and reported that

next took the large steam gauge off the engineers in the navy than the merfront of the engine. There was also a small | chant service. The number of engineers one which I took down. I took them to my employed is calculated according to the workshop and connected the three gauges on horse-power. There are a greater number the same pipe with the shop gauges. That of engineers employed in Queen's ships on account of the greater number of duties pressure on the shop gauge was twenty-three outside the engine-room. They are not greater proportionately to the work to be done They have greater leisure to attend The small or seven-inch-faced gauge indexed to their boilers and machinery than they have up to 60 lbs., and the pressure shewn on the in merchant ships. Taking into consideration the greater efficiency of the men and their greater leisure they have better opportunities to examine their boilers and machinery than on board merchant ships. However slightly the boilers may have been found corroded it was the duty of the Chief Engineer to have renewed the inspection every six months. There are instances of a chemical Mr David Robb, sworn, stated :- I am In- | defect being found in some parts of the iron. spector of Machinery for the Royal Navy and I-have known in my experience instances of am stationed at the Hongkong Naval Yard. accident happening on board ship although In conjunction with Mr Gillies, who is an the engineers have been most careful and engineer, I made an inspection of the assiduous in their duties. The accidents Pesso's starboard boiler or that part of the I refer to are breaking down of engines and boiler where the explosion took place on the boilers. In nearly all accidents I believe morning of the accident. I inspected the that with certain care the accident might boiler at the request of Messra D. Lapraik have been avoided. I am aware of the ac-& Co. The piece of the boiler blown out cident on board the Thunderer; there were, was the flat end of the boiler, and it was I think, about forty lives lost. I think that then lying in the fore hold. The plate was accident might have been prevented by a segment of the upper part of the end; the greater care on the part of some one having cord of the segment is 9 feet, and the height | charge of the boilers and machinery. I do about 4 feet. The thickness of the plate not think that accidents of this nature can was 5/16 on the top, 3/16 on the lower corner ever effectively be prevented unless some

> By a Juror :- I do not think there is any-The enquiry was then adjourned till

> When the inquest was resumed, Crown Solicitor, Mr Sharp, appeared watch the enquiry on behalf of the Orown. The Coroner said he wished the Crown Solicitor had appeared at an earlier stage, as they wanted his assistance very much. The Crown Solicitor said he had only received instructions this morning.

> Mahomed Drice, a Malay Berang on board the Yesso, was examined. He was on board on the morning of the 22nd. He saw Mahomed Essop, the storekeeper, on board. He was witness' son. Witness identified the body.

> Tsang Ayeep, an oiler on board the Yesso, was next called. He was so on the 22ad At the time of the explosion, he was on the paddle box. He did not see the steam pauge in the engine room when he came up. He identified the body of Chun Angow, a coal passer on board.

> Lum Aming, another oiler on board the Yesso, was next examined. He identified the body of Too Kwai Yow, a fireman on

Chun Acheong, a horse coolie to Captain Creagh of the 28th Regiment, identified the body of Tsang Asam, a coolie employed on board the Yesso. The deceased might be a trader, as witness had not seen him for some months before.

(hin Kti Yan was next called :- I am employed at Mesers Jardine, Matheson & board the Yesto on the 22nd. cabin in the forward between decks. a box inside the cabin door, which was great noise like the report of a gun. a good deal of water mixed with the steam. The water came on like drops of burnt. Lat once ran back to my room. lievethat if an examination had been made had been in the cabin with me had gone on deck for a necessary purpose shortly before, then came down and called tion should be made at least every six out to me, thinking I had been killed. replied that I was all right, and then opened the door; it was all clear then. weakness were discovered he should lower: saw several people very badly burnt, and l the safety valve to what he considered a thought I was in an equally had state. asked them if I looked like them, but they replied that there was very little the matter with me. Two men were lying down only a few feet from where my cabin was. There were eleven Focohow men in the forward accommodation. I don't know them all. I have heard that six were dead and three are still alive, besides myself and my brother. One of the three has gone to Canton, and the two others I am told are not to be found. There were about 80 men that I saw in the forward between decks who had come on board to carry away goods. There might have been o hers engaged in removing things inside the cabins, but I did not see them. I do not

know if anybody had escaped in the same way as I had. Toang Ayuen; a trader, was called. The deceased Tsang Asam was his brother, also s trader. They came here from Swatow intending to go to Singapore. They were both in the forward between decks sitting together. When the explosion took place, he was lifted bodily up to the upper deck, not examine them so particularly as on the to plied "Captain Home" steam ship's did not know how he got there.

Rogers' dentist chair on the hatch. was sitting on the hatch. He was lifted Engineer of the Yung Ning, and I used to to go up the ship, and saw his boat conthrough the sky-light which was open. He look after the bollers myself. The nected on there, and send him to moved was badly hurt on both legs and feet, on second engineer had almost persuaded to other place to connect, but he unthe neck at the back and other parts of me the plates in question were not stays. I willing to moved, therefore the Captain the head. (The wounds were not dressed should not have considered it sale to have | pulling the helm to rushed, at that time and presented a horrible spectacle). The more than 15 lbs. pressure as I had seen have no things to tear or break by that sky-light glass had fallen down before he the bottom of boilers give out with 14 or rushed, now that Steam ship and Captain up with him but the board dropped down boiler. The Second Engineer and I accused and suit Your Petitioner the claim again. When the steam had eleared away, patched the starboard boiler in Swatow. of \$7, four dollars to repaired the rowed-witness found his brother in the hold; he I think this was about three months our, three dollars for small steam boat hire, did not appear to be burnt, but was bleed. sgo. The fronts of the bollers were weak and he petitioned Your Petitioner to break ing from the corner of his mouth. Witness and were leaking. It was owing to the his rowed-oar by a rush for meeting, if was sitting on the fore-hatch board alone, general state of the boilers that I rushed by meet, was bow to bow, his about two feet from the dentist chair; bis did not consider it safe to put on a rowed our was on stern, the backside of brother was alongside of him but was not pressure of more than 14 or 15 lba. the boat at that time was on the hatch with him. When he was blown I should not have put on more than 14 or connected on gangway-ladder, not to plied, By Mr Brereton |- I was Chief Engineer of up the sky light, he slighted on deck on his 15 lbs. because of the bad state of the how can rushed by meet. one of H.M.'s ships for thirteen years. There is feet, There was not the least mistaks boilers. When I was Chief Engineer of a Bovernment inspection of merchant steamers | about his having been blown up on to the | the Yungning, I had to examine the boilers | to examined his rowed car was break on have of the duties of Chief Engineers, I He said it it was not true, he would not in them whilst running up the river at mercy upon Your Petitioner for a dis-

Before examining the witness, the Coroner gave him the usual caution, as he had been formally charged in conjunction with the Chief Engineer by the Police authorities with manslaughter before the magistrate.

Witness said he wished to be examined. and stated as follows :- I am third engineer of the steamer Yesso. I am sware that I am at present charged by the Police with manalaughter. I wish to be examined in this inquest. I understand that I need not answer any question which I may think tends to oriminate me. I have been 3rd engineer since the 2nd April this year. I hold a second class engineer's pertificate granted in England, and provisional first class certificate granted at Shanghai by Captain Woollcombe of H. M. S. Thalia. I have been about four years in China and Singapore. When joined the Yesse, I got no instructions as to what were my duties. I was engaged by the Chief Engineer Mr Bernard, and was only told to keep sober, otherwise I would be discharged immediately. My pay is \$75 per month and mess money about \$12. or \$13. I and the 2nd engineer kept all the watches of 6 hours each. The Chief Engineer only brought the ship into port and took her out. I have not seen him go down to examine the machinery; he may have done so without my seeing him. I worl generally down below when the ship is in port. I have not seen the Chief Engineer looking after the boilers : I have seen him go down balow looking after the machinery. It is part of my duty to see that the boilers are clean. I have scaled them twice since I joined the ship. On the first occasion. scaled the boilers thoroughly : I made a note of it at the time. The entry was made in the 2nd engineer's book and I tore out the leaf with the entry on the morning of the explosion. scaled the starboard boiler on the 8rd July. All the firemen were working with me. did not hammer the boiler. I examined the stays with a lamp 1 I found them corroded, most of them more or less corroded. I did not strike them with a hammer ;] struck them with my hands. I saw breaks in some of them. Some of them were eaten away for most of their breadth; I cannot say any one of them was completely eaten away, but most of them were a good deal eaten away. I examined the port boiler on the 15th July. It was nearly as badly eaten as the starboard one, the corresion not having gone so deep. I reported this state of things to the Second Engineer; was a claim for board and lodging for two it is not my duty to report to the Ohief months at \$75 each. Engineer, so I did not report to him. The Second Engineer said he did not think from the defendant for board and lodging those were stays, but that they were put for September and October at \$75 a month. there to stop the splashing of the water. The defendant had engaged a room in the the boilers being very large. I said they house for one year at \$50 a month withmust be stays, as the flat surface was out board, and had paid up to September. not stayed elsewhere. He said the boi- Since that time he had bad his board as lers were tested to 40 lbs. cold water well, and the charge was \$75 a month. pressure, and that we only worked The defendant denied that he boarded them to 15 lbs. so that there would not be in the plaintiff's house at all : he only dined any danger. I myself did not think there with her in her house occasionally. He was any danger if the boilers had been produced two letters showing that he was tested to 40 lbs. cold water pressure and boarding with Mr Chastel for one month. we were working 15 lbs. only. He did not and at another house during the other tell me how long ago the boilers were month. tested, nor did lask. I would not, as an Ng Achun, the plaintiff's servant, proved engineer, take a ship to sea with boilers that the defendant had a room in the which had no stays. I thought the boilers house. He lived elsewhere but he came would bear 15 lbs. pressure. I would con- to sleep in the house every night. He sider it unsafe at 18 lbs., in fact it would boarded with the plaintiff. and whenever be unsafe over 15 lbs. I always consider it he did not come to dine, he sent a chit to best to keep it under that amount, and the plaintiff to say so. a pain in my belly and was sitting down on when I was in charge, Lalways tried to do The defendant was then examined. so. I reported to the 2nd engineer, on the said he did not live in the house; he only open at the time. Immediately I heard a 15th July, that the port boiler was nearly went to visit her occasionally and stopped in the same state. The stays at the far in the house. The room was not his out of my room door to see what was the end were as bad almost as the starboard toularly, it was anybody's. He only owed matter, and I felt a quantity of steam and boiler. He went and looked at them; I did water striking me on the face. There was not go in with him. I called them stays, but he said they were splash boards. The Chi f Engineer held himself aloof and was ful case, and he had great doubts whether not on speaking terms with either the he ought to entertain it. If he went into scalded, by the water I believe. I was second or myself siece I joined the ship, it fully, probably he would arrive at the struck pre ty hard. My ears were also He seldom spoke to me except to repri- true nature of the case. However, as the scalded I believe by steam. I swallowed a mand me. He treated us more like ser- claim was for board and lodging, and this little steam as well. I at once covered my | vants than fellow workmen. The second | was sworn to by the plaintiff and her witface with my hands and got my hands engineer and I never had a difference, and ness, and as the defendant had admitted 27 I did not think it would be right to have he would give judgment for that amount. shut the door and opened the port-hole. I reported to the Chief anything over the He was surprised that the defendant should laid down flat on the floor with my face second engineer's head. It is not the duty come into Court to defend it. downwards. A deal of wind was coming of the third engineer to report anything in from the port-hole. My brother, who except to his immediate superior. I had ether reasons when I joined the Yesso. I Tou Pel Chai, \$7 .- This was a claim for had very little money, having been seven damages arising out of a collision between months out of employment, and had I made myself officious I might have been discharge a cargo-boat which was lying alongside a ed by the Company. I have seen this done steamer discharging salt. The defendant in many ships when the third engineer made himself officious. I owed a little by the Captain of the steamer to convey money and have a wife at home, to him on board. The defendant in trying to whom I had to send part of my wages. | get alongside fouled the plaintiff's boat I cannot just at present give the names of doing damage to a scull, valued at 44 any steamer where the third engineer has Without this scull, the boat was unmanagebeen dismissed for pointing out defects. I asked the second engineer to go and the port boiler. He said "I shall get plaintiff. what I was told before" viz. to mind my own business." I asked the second engineer when did he say that to you, and he replied "I mentioned to the chief about an alley way cock, and he (the chief) replied that was his business." The second said he would not say anything more to him; he only got anubbed for his pains. The cook has never been repaired yet ; the second told me at Foodbow, this last time, that it had not been done yet. I cannot instance a case where I reported to the Chief Engineer anything that required to be done to the ship. We made further scalings in October, the starboard on the 14th and the port on

the 20th; there did not appear much differ-

ence in the state of the boilers, I did

Mr Wm. Henry King was next examined. I required extra stays; I was not afraid of being turned off for deing so. I had Chinese case was settled, the plaintiff having and the cause came on for trial on November Pagingers under me. Thave been Chief En- accepted the amount the defendant paid 7th. At the adjournment of the cause it gineer on the Coast with another European Engineer. I know the salety valve was too heavily weighted; it was no use to the ship. I do not know at what pressure the cross-action was postponed till next week. safety valve was weighted. I knew the bollers would burst before the safety valve of Wieler v. Pustan & Co., \$1000. -This would dlift of in English built steamers there are two safety valves, one is looked! there was a chance of its being settled out and the engineers cannot touch it. Lhave known for three months that the safety valve was of no use to the ship. I cannot recollect having any conversation with the second engineer about the safety valves. A Juror : When we were on board of the Yesso on the afternoon of the 22ad Mr. Russell asked you if you had been down below and you said you would not go was a claim for wages. The plaintiff's Crown Lease as the parcel of ground abutdown for any man, did you say so because father appeared and said his son was sick ting North and South on public streets you did not consider the bollers were safe! and unable to appear. The defendant said (afterwards named Rozario Street and was on if I went below, we never went by left without notice, the lower gauge.

> the state of the stays. Examination continued .- The second engineer told-me the chief was going to make me toe the mark. I would not go below because if I did there would be no one to look after the engines. The take a long time to get back. If a ship but promised that he would give it up if measuring thereon 90 feet. In June, 1861, ran into us or anything happened I should any was found. be blamed. The second said the Chief wanted us to go below and look after the men drawing the fires : I said I could see the water on deck. I have been down below often but not when they were drawing fires ; it was very dirty and I could not see the necessity. I did not object to go below because I antidipated there would be an explosion ; I apprehended no danger. My wages are \$75 per month and I get \$1; per dev besides as a mess allowance; QI this I save \$18 or thereabouts from the mess money. The enquiry was then adjourned till Thursday afternoon at 2 o'clock.

SUPREME COURT. IN SUMMARY JURISDICTION. (Before His Honor Mr Justice Snowden.

Nov. 27, 1877. Lamb v. C. L. Thevenin, \$150. -This

The plaintiff stated that she claimed \$150

her \$25 for wines besides \$50 for last month. Som times he dired in the house.

His Lordship said this was a very disgrace-

Kwok Kam Sing v. Les Young Yow alias two boats. The plaintiff was the owner of owned a pull-away boat which was hired able so that a steam launch was engaged to tow her, for \$3, After hearing evidence report to the Obief after I had examined his Lordship gave judgment for the

It appeared that the defendant had presented a petition in reference to this case. The language was so amusing that his Lordship was curious to know who wrote it, and where the writer had learnt English. To the first question the defendant said friend of his did it for him, and to the second he replied that he did not know. The following is the remarkable docu-

ment in question :--"To the Honorable Chief Justice of Summary Jurisdiction Court. The humble petition of Lee Tou Pee Chai, No. 1792

Pull-away sampan. MOST RESPECTFULLY SHOWETH, -That Your Petitioner's sampan has been on the 14th day of November at 11. O.clock, A.M. I cannot say whether the stays had been | Kwok Kum Seng's No. 367 cargo boat The Coroner said this was most remarke completely eaten through or not. I do not conveyed the cargos to that ship to unable and asked if witness was sitting on Dy think anything further passed about the loaded, but his cargo boat connected on the stays. It is the Chief Engineer's duty to gangway-ladder, and that Steam-ship's Witness replied that he was not, but he examine the boilers; I have been Chief Captain wants from the gangway-ladder Therefore Your Petitioner Begs Lordship

Richards & Co., v. Meyer \$926.74.—This | Brereton moved to dissolve that injunction, Into Court.

Meyer v. Richards & Co., \$900 .- This

case was also postponed till next week, as of Court

Thompson and others v. Messagerles till Friday next at 10:30 a.m.

not detain them. road down below was very bad and it would the plaintiff had any clothing in the house.

The case was adjourned till next week.

Ashburn v. Hang Yik.

This is a claim for \$700 alleged to be due under a charter-party entered into between the plaintiff and defendant on July 10th. The circumstances are curious. Defendant wanted to charter a ship to go to a place

he had heard of in the Gulf of Tonquin which he called Econ. No one either European or Chinese concerned in the matter knew where Ee-on is. A chart the latest to be had was procured, and Ee-on could not be found; but two places were marked one Lacht Huen near Halphong and the other Lacht Kouen about 120 miles to the South. The defendant and his friends had a consultation, and it was decided that Lacht Kouen must be the desired port, and that Ee-on was the Annamese name. A charter-party was accordingly made July 10th; for a voyage to that place with 40 running lay days. The Evening Star left Bongkong July 17th, having on board a supercargo in the service of the defendant, and an interpreter. The ship reached Lacht Kouen on the morning of August 14th when the supercargo at once declared that a mistake had been made and that it was not the place at which he wanted to discharge the cargo. The chart was again consulted, and he pointed out two islands near Goat Island about 70 miles S., which he said was Ke-on. The plaintiff consented to go if \$700 were agreed to be paid for the further use of the ship. She had performed her voyage according to contract and he not upreasonably demanded a further payment for he lengthened voyage. Thereupon an agreement was endorsed on the charterparty by which the Supercargo bound the defendant to pay \$700 in consideration of the Captain "going to Ke-on if it can be found." All expenses at Es-on on ship and cargo to be paid by charterers. Next morning the two islands were reached. The Superorgo, with the Interpreter and two Chinese passengers, borrowed a boat of the Captain to land, and left the ship. They did not return. For two days the Captain waited for them, standing on and off, and then he anchored for five days. They did not come, and he very prudently set out for Haiphong, to which place by a clause in the charter-party the ship was directed to go should she not "be allowed or could not get into the harbour of Lacht Kouen to discharge her inward cargo." The ship arrived August 31st. The defendant had an agent there who received the cargo and provided another. On the 5th September the Supercargo arrived overland with the crew. He had landed on the coast, and he and his companions had been seized by the Annamese authorities and confined. It seems the place they landed at was close to Ke-on. They communicated with their friends there, who became security and obtained their release. A witness was called, Lee Sung Tee, who knows Ec-on, having lived there 14 years trading in drugs. He describes it as a large city of several thousand people, principally soldiers, -the traders living outside the walls. The distance is 6 or 7 days' journey overland, about 3 by sea from Haiphong. It is approached from the sea through what the witness called a lake where large junks can lie, but a big ship cannot get within 3 miles of it. There is, the witness said, a province as well as a city of that name, and it would seem that junks from Meoso and Canton frequent the port. The Evening Star returned to Hongkong October 19th, having consumed 27 out of the 40 lay days. Mr Brereton contended that the Captain had not earned the \$700 as he never reached Re-on, and also that the lay days were not spent. There grounds of defence are not maintainable, The charter-party was not a time charter but for a voyage to Lacht Kouen and back to Hongkong. The supercargo was the charterer's agent to take the cargo to Ee-on, and when he found out the mistake on arriving at Iracht Kouen, was not exceeding his authority in agreeing to pay \$700 for the ship to go to the place where he expected to find that port. Captain Ashburn under the strange circumstances was justified in proceeding to Haiphong. and when he discovered himself there, he former occasion (in July,) as I was not well Captain—to go ship, at that time could be conjecture that the supercargo Harper v. Charlesworth, 4 B and C, 589. enough. It is an unfortunate occurrence for the charterer, but this is no reason why Captain Ashburn should not pay for the wages and food of the men, for the 8 or days spent in going to the supposed port of Econ, and waiting for the supercargo, and going up to Haiphong, and also lose the

> detention. Judgment for the plaintiff, with Mr Johnson appeared for the plaintiff and Mr Brereton for the defendant.

> use of his ship which would have returned

so much the earlier to Hongkong and dis-

charged ber cargo, but for the strange cir-

cumstances of the case and the supercargo's

His Lordship delivered the following judgment to-day :- This is an action for a trespuss committed by the defendant in wrongfully entering on land in plaintiff's possession and pulling down a wall of plaintiff's, and outling away a portion of some steps leading to plaintiff's house and what may be called also enormed in the language of the old pleadings. On October 30th, I granted to Mr Francis, plaintiff's counsel, an Interim injunction on November 6th Mr

being clear that the trespasses complained of had been to a great extent discontinued. I dissolved the injunction, reserving questions as to the costs of obtaining the writ and the summonses. By the consent of the parties Mr McCallum, R.E., has given me the great advantage of his assistance as assessor, and his valuable report I append. The facts are as follows :- The lote in dispute, Nos. 402, 403, and 404, formed a block of houses bounded on the North by Bridges Street, on the South by Rozario Street, Maritimes, \$500 .- This suit was postponed on the West by Tank Lane, and on the East by Ladder Street. In January 1858. Frederick Woods assigned to one Lambah Lee Afook v. J. Kennedy, \$5.24.—This his interest in Lot 402 described in the Answer: No: 1 could not tell what steam the plaintiff was his house-coolie and had Bridges Street North), measuring 65 feet on the East on a close registered in the land The father said the defendant had de- office as Inland Lot 403, measuring thereon By Mr Brereton: -I did not apprehend tained his son's clothes, and as he was 90 feet on the West on a public street (now any danger of explosion notwithstanding nick, he required their use. He asked Tank Lane) measuring 90 feet. Lot 403 the Court to direct the defendant to give | was assigned by Woods to Lambah 26th January 1858, and is described in the Crown His Lordship said the plaintiff was en- Lease as all that piece &c. abutting on the titled to bis clothes; the defendant could North and South sides on public streets and measuring 65 feet, on the East side The defendant said he did not know that on Lot 404 and on the West on a close registered in the land office as Lot 402 and Lambah assigned to Mahomed Arab 68 feet of Lot 402 to be registered as Section A. of 402 and the eastern abuttal is described as being a close registered in the Land Utilce as Lot No. 403. Thus 2 feet of the original Lot of No. 402 remained the property of Lambah. A sort of passage or alley about 2 feet wide seems to have been formed between Lot 402 and 403. This was at some time or other closed towards Rozario Street by the cook house of the house built on Lot No. 402, which was entered from Rozario Street and the roof of this rested on a wall or prolongation of the wall of a house built on Lot 403 by Mr Noronha on the Bridges Street side. The ground towards Rozario Street side remained vacant until Noronha built a house on it; to the basement of this house access was obtained down a flight of steps adjoining this low wall. This wall was not actually built on the lot 403 as conveyed to Noronha, but it encroaches by 1 ft. 8 in. on the alley or strip between section A of lot 402 and lot 403. The plaintiff has since the action was commenced acquired all Lambah's rights in this strip. The plaintiff says, in fact, I and my predecessors have been in possession of this wall whether we are trespassers or not; unless you, the defendant, can show a better title we have a right to use it at any rate. You have pulled it down and undermined our steps by the foundation of your new wall, and built it on the site of our wall, and this is the trespass I complain of. In September last the defendant purchased sect. A of inland lot 402 of Mahomed Arab. The abuttals and measurements are not mentioned, but it is described as sect. A of inland lot No. 402. The defendant looked at the Crown Lease and found the N. and S. measurements to be 65 feet each way, and probably knowing nothing about the strip which still remained of the lot 402 as it originally stood, planned a house or houses of 64 feet; his limit being 63 feet. He also probably found that when Lambah assigned part of lot 403 to Noronha in the assignment lot 403 is described as abutting on the West of lot 402. I am not sure that this was a misdescription, as probably the remaining portion of lot 402, as the strip would be termed lot 402, and the part sold by Lambah to Mahomed Arab sect. A of lot 402. He proceeded to pull down the houses on sect. A of lot 402 and the cook-house, and this wall which projected from the wall of the house built on No. 403 into the strip, and to lay his foundations to build houses 64 ft. wide from Tanklane. The work was stopped by the injunction, and since then the defendant has retreated to a certain extent within proper limits, but he still the ground on which part of the old wail stood. The ground has been measured very carefully by Mr Wilson for the plaintiff, Mr Danby, and Mr MacCallum. Mr Danby measured for the purposes of the land office. He proves that the owner of lot 402, the defendant, at any rate, has 52 in. too much if his ground ought to measure 63 ft. All three gentlemen differ in their measurements, but Mr Danby and Mr MacCallum more nearly agree than Mr Wilson with either. The latter gentleman used a tape measure. Tape measures, as proved by Mr MacCallum, vary considerably. Four tapes tested by him varied from 14 to 41 inches in 50 feet. His own was six in excess. Mr MacCallum's measurements have been made with a brass chain. Mr-Mac-Callum does not find that the strip referred to was 2 feet wide, and ingeniously suggests that when the plot 402 was laid out it was measured, not horizontally, but on the slope. There can be no doubt that the trespass complained of has been committed. It originated in mistake, but has been persevered in after the mistake was pointed; out, though not to the full extent of the wrong. The rule of law is that actual or constructive possession without any proof of title to the soil or freehold is quite sufficient to support an action against a wrong-doer. The defendant being himself a wrong-doer cannot put the plaintiff to proof of title, and very slight proof of possession is required to establish a prima facis title to sue for an injury to realty-Addison on Torts, p. 291; again page 292. A mere introder may have possession sufficient to enable him to maintain an action against a person who does him an injury to that possession-

Mr Francis appeared for the plaintiff and Mr Brereton for the defendant. His Lordship said as the plaintiff had built on the ground contested, it would be a hardship, if he was called upon to pull it down. The best way would be to come to an arrangement as to the price of the land. Mr Francis replied that was what he intended doing, and he would carry out his Lordship's auggestion.

Quotations. Hoxagons, November 27, 1877. OPIUM. -- New Patns, cash \$660 credit, Old Patha, cash, ... None New Benares, cash, 680 Old Benstes, cash, None Bredit, — Rew Malwa, cash, — credit, 700 Allowance Tacle, =-

Old Malwa, cash, -

Allowance Tacis, -

credit, 700

NOTIOE. HAVE This Day admitted Mr WILLIAM LEGGE as a Partner in my Business, which will henceforth be conducted under the Style of HUGHES & LEGGE." W. KERFOOT HUGHES. Hongkong, November 1, 1877.

NOTICE. /TR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877. DOUGLAS LAPRAIK & Co. Hongkong, September 22, 1877.

NOTICE. HAVE This Day Established myself at this Port as a GENERAL COM-MISSION AGENT. J. Y. VERNON SHAW. Hongkong, November 1, 1877.

NOTICE. Have This Day Established myself at this Port as MERCHANT and GENE-RAL COMMISSION AGENT. W. SCHRIEVER. Halphong, November 9, 1877.

NOTICE. THE Business of SHARE and GENE-RAL BROKER, hitherto conducted in my name, will now be carried on under the Style of COHEN & HEATON, Mr ALEXANDER MACGUASHAN HEATON having This Day become a PARTNER therein.

CHAS. C. COHEN. Hongkong, November 1, 1877.

NOTICE. TROM This Date Mr Edward Sheppard and Mr M. W. GREIG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr F. F. ELWELL at Amoy.

RUSSELL & Co. China, June 1, 1877.

NOTICE A TR. JAMES AYTON MANN is authorized to Sign our Firm by Procura-

GEPP & Co. Canton, November 1, 1877.

Notices to Consignees.

GERMAN BARK FERDINAND BRUMM, FROM LONDON.

YONSIGNEES of Cargo by the abovenamed Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consigness' risk and expense. MELCHERS & Co.,

Hongkong, November 26, 1877. BRITISH BARK ORANGE GROVE. FROM HIOGO.

MONSIGNEES of Cargo by the abovenamed Vessel are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods, other wise they will be landed and stored at their

RUSSELL & Co.,

Hongkong, November 26, 1877. GERMAN STEAMER FERONIA. SCHULTZ, Master, FROM HAMBURG. PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be

Consigness wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so. Goods remaining in store after the 30th

Instant will be subject to rent. No Fire Insurance has been effected. Optional Cargo will be forwarded unless written, notice to the contrary is given until 10 o'clock To-morrow. Bills of Lading will be countersigned by

WM. PUSTAU & Co., Hongkong, November 23, 1877. FROM LONDON AND SINGAPORE.

TTHE S. S. Nemeris having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of Messra Norton & Co., whence delivery may be Contained

Optional Cargo will be forwarded to Shanghal, unless notice to the contrary is given before Noon on Monday, the 26th Cargo remaining undelivered after the

80th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by OLYPHANT & Co.,

Hougkong, November 24, 1877.

notice to consignees. 8. S. ESMERALDA, FROM

the decrease a MANILA. CONSIGNEES of Cargo per above

Biteamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Under
Mos. 9 and 11. Queen's Road Cight and Cight and

No Fire Insurance has been effected. J. Y. Y. SHAW. Holykong, November 23, 1877. BRITISH BARK FIRTH OF TAY.

FROM SYDNEY. MONSIGNEES of Cargo by the above. MHE Dwelling House and Offices No. 1, fismed Vessel are hereby requested to

send in their Bills of Lading to the Under-algued for connectalguature, and to take immediate delivery of their Goods. RUSSELL & Co.

Hollskong, November 21, 1877.

PACIFIC MAIL S. S. COMPANY.

Yokohama, are hereby informed that their Cargo is being landed and stored at their fisk at the Company's Godowns, whence delivery may be obtained immediately after

RUSSELL & Co., Hongkong, Revember 17, 1877,

NOTICE COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SINGAPORE, BATAVIA. DE GALLE, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES:

ALEO. BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

N THURSDAY, the 29th November. 1877, at Noon, the Company's S. S. ANADYR, Commandant Moreau, with Mails, Passengers, Specie, Ships' and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marsellies, and acthe principal places of Europe. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th November, 1877. (Parcels are

not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-For further particulars, apply at the Company's Office.

H. DU POUEY, Hongkong, November 23, 1877. no29



STEAM FOR

Singapore, Penang, Point de Galle Aden, Suez, Malta, Brindisi, Ancona, Venice. Mediterranean

Ports, Southampton, and London,

Bombay, Madras, and Calcutta

THE PENINSULAR AND ORIENTAL STRAM NAVIGATION COMPANY'S Steam-ship GWALIOR, Captain J. C. BABOT, will leave this on THURSDAY, the 6th December. at Noon

For further Particulars, apply to A. LIND, Superintendent. Hongkong, November 23, 1877.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

LE ETLE ROLLORENCO KI

CENTRAL PACIFIC AND CONNECTIN

ATLANTIC STEAMERS.

RAILROAD COMPANIES

THE S. S. "BELGIC" will be despatched for San Francisco via Yokohama, on SATURDAY, the 8th December, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with

Steamers from Shanghal, Freight will be received on Board until 4 p.m. of the 7th December. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full: value of same is required.

A Reduction is made on Return Passage For further information as to Freight or Passage, apply to the Agency of the Company, No. 87, Queen's Road Central. G. B. EMORY, Agent,

Hongkong, November 27, 1877.

To Let.

TO LET. TOS. 4, and 5. Pecutti Terrace, Elgin

LANE, CRAWFORD & Co.

Hongkong, July 30, 1877.

NOFFICE TO Apply to

LANDSTEIN & Co. Hongkong, September 15, 1877.

Nos. 9 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Mesars Butterfieth & Swire. DAVID SASSOON, BONS & Oo. Hongkong, October 18, 1877.

TO LET. D'Aguilar Street, lately in the occupation of Mossis Douglas Lafrair & Co.

Apply to DOUGLAS LAPRAIR & Co. Hongkong, July 9, 1877.

NOW BEADY.

A CHINESE DICTIONARY IN THE CONSIGNEES per Company's Steamer A CANTONESE DIALECT. Part L. CHINA, from San Francisco and A to K, with Introduction. Royal Stop. pp. 202. By Endest John Eitzl, Ph.D.

Priot: Two Duttars And A Bath. To be had from Messrs Like, Calwrold & Co., Hongkong and Shanghai and Mesars Extra & Wilkill, Shanghal Reserves, February 8, 1877.

Intimations,

OFFICE OF THE SHANGHAL STEAM NAVIGATION COMPANY, IN LIQUIDATION.

o de exposur da sem el apprinta de SECOND RETURN of CAPITAL at SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inch. Warrants will be delivered by the Undersigned to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement

The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th Instant, inclusive. By Order.

RUSSELL & Co., by The Liquidators. Shanghal, October 2, 1877.

AH-YON, COMPRADORE AND STEVEDORN,

No. 57, Praya West. SHIPPING SUPPLIED WITH ALL KINDS OF cepted in transit through Marselles for COAL, WATER, BALLAST, FRESH on or before the 15th day of January, 1878. PROVISIONS & OILMAN'S STORES

> Of the best quality and at the shortest notice Hongkong, May 1, 1876.

> > AFONG, PHOTOGRAPHER by appointment, to

H. E. SIR ARTHUR KENNED GOVERNOR OF HOMEKONG! and to

THE GRAND DUKE ALEXIS OF RUSSIA. Wyndham Street, formerly ATHLETIC CLUB. TIAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, do., of assorted sizes. Ex S. S. Tigre, Revolving

Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only. Portraits of the Generals of the present Russo-Turkish War. Eminent British Statesmen, the two Ohlnese Ambassador in Cabinet and Carte de Visite sizes Coloured Portraits of English Ladies. Hongkong, August 24, 1877.

Volume Sixth of the "CHINA REVIEW."

Now Ready.

No. II.-Vol. VI. -OF THE-

AINS-

The Rhymes of the Shi-king. Brief Sketches from the Life of K'ung-ming (Continued from Vol. V., page 367). The Wild Silk-worms of the Province of

Notes on Chinese Grammar (Continued from Vol. V., page 392). Geographical Notes on the Province of

Translations of Chinese School-books. Short Notices of New Books and Literary Intelligence. Notes and Queries:-

Bankruptcy in China. The Share taken by Chinese and Bannermen Respectively in the Government of Chins.

Laws of Sale amongst the Chinese. Studies in Words. -- Roots Meaning One The Character Chinese Antiquity. Shin versus Shangth.

A Chinese Primer. A Rare Manchu Coin. Were Yao and Shun Historical Persons? Native Literature on Chinese Porcelain

Books Wanted, Exchanges, &c. Uhina Mail Office.

Hongkong, October 31, 1877. THE HONGKONG CHINESE MAIL

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:--

Macao, - Man Chuen Shop. Canton. -Sing Chuen Native Post Office. Luen Hing Street; Chui Houng Low Hotel. Luen Bing Street; Kwong Tin Fat Shop, Yan Teal Street; Mr Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen: How Yuen Shop, Small Market Street, New City: Yee Choung Photograph Shop, Honam; Kwal

Henng Shop, Sin Choong, Honam. Swatow.—Sui Cheong Hong; Woh Shur Loong Hong.

Amoy. - Ohin Cheong Hong, Mook Rel Foochots. -- Mr Yu Ching Cheong, Foochow Arsenal; Mr Lum Kwok Ching, Mari-

time Customs. Shanghai.—Mr Ng Ching Shun, Mari-tme Customs; Mr Ho Yne Chuen, Maritime Customs; Mr Chun Sing Hoi, Mesers Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School;

and Mow Sing Sang Kee shop. Ningpo. Mr Sung Min Ches, Maritime Hankow, -- Yee Hing Bong.

Chefoo, -Yes Shun Hong. Japan. Mr Leong Chub Tong, Municle Saigon - Wohang Hong.

Ringaport Ting Kes Hong; Kwong Poor Bang Houg.

Penang .- Yow Wing Fong; Argue Office. Calcutta -- Mow Sing Company. Son Francisco .- Kwong Foong Tai Hong. The above are some of the Agencies; others will be published, when they are arranged for Negotiations are in progress with the appress couriers who carry the official despainhes and Paking Gasettes, to circulate the Chiness Mail in the interior of

Chipa Hongstohn, Marth 10, 1874

Intimations.

IN THE GOODS OF JAMES SMITH FERRIES, Deceased.

ATOTICE is hereby given that all Creditors and other Persons, having any OLAIMS or DEMANDS upon or against the Estate of JAMES, SMITH FERRIES, late Master of the S. S. "ZEALANDIA who died at Sea on Board the said Vessel, on the 6th day of February, 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal Estate were duly granted to John Fairbairn, of No. 27 Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 22nd day of September 1877, are hereby required to send in writing, the particulars of their Claims or Demands to the said JOHN FAIRBAIRN at his address aforesaid, or to the Undersluned WILLIAM HENRY BRERETON, the Solicitor of the said JOHN FAIRBAIRN, at the Office of the said WILLIAM HENRY BREETON, 29 Queen's Road, Hongkong. And notice is hereby given that at the expiration of the last-mentioned day, the said John Fairbairn will proceed to distribute the Assets of the said James SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FATEBATEN has then had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets or any part thereof, so distributed to any person of whose Claim the said

time of the distribution. Dated this 3rd day of October, 1877. WM. H. BRERETON.

JOHN FAIRBAIRN has not had notice at the

Solicitor for the said JOHN FAIRBAIRN.

IN THE GOODS OF PROSPER EDOUARD HENRI DERODE. - Deceased.

OTICE is hereby given that all ORE. DITORS and other Persons having any OLAIMS or DEMANDS upon or against Estate of PROSPER EDOUARD HENRI DERODE, late of Lille, France, who died at Cannes, France, on the 10th day of December, 1869, and Letters of Administration of whose personal estate were duly granted to ANDRE DAMMANN, of Canton in the Empire of China, Merchant, by the Supreme Court of Hongkong in its Probate Jurisdiction on the 26th day of October, 1877, are hereby required to send in writing the particulars of their CLAIMS or DEMANDS to the said ANDRE DAM-MANN at his address aforesald or to the Undersigned WILLIAM HENRY BRERETON, the Solicitor of the said ANDRE DAKMANN at the Office of the said WILLIAM HENEY BRERETON, 29, Queen's Road, Hongkong, on or before the lat day of February, 1878. And notice is hereby given that at the expiration of the last-mentioned day the said ANDRE DAMMARN will proceed to distribute the assets of the said PROSPER EDOU-ARD HENRI DERODE amongst the parties entitled, having regard to the claims of which the said ANDRE DAMMANN has then had notice; and that the said ANDRE DAMMANN will not be liable for the assets. or any part thereof, so distributed to any person of whose claim the said ANDRE DAMMANN has not had notice at the time the distribution.

Dated this 31st day of October, 1877. WM. H. BRERETON.

TY WONG HING CHEUNG & Co., COAL MERCHANTS. Have always on hand for Sale every description of COAL at Moderate Prices. Mr Anyon has been appointed Manager. and all Orders addressed to him at 57.

de2 Solicitor of the said Andre Dammann

Praya, or to Mr Far Jack, at 30, Hing Lung Street, will receive immediate atten-Hongkong, March 19, 1877.

WASHING BOOKS. (In English and Chinese. VAYASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office-Price, \$1 each. CHINA MAIL Office.

A NEW STOCK OF neat lobbing types HAVING BEEN RECEIVED FROM ENGLAND.

THIS OFFICE IS PREPARED TO EXECUTE BOOK & JOB PRINTING OF EVERY DESCRIPTION

AT BEASONABLE RATES. FANCY BALL PROGRAMMES ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS. assorted colours.

In Gold & Coloured Borders & Patterns

BOOKS BOUND IN APPROVED PATTERNS.

----AGREEMENTS. FOR FOREIGN-GOING

LADY'S AND GENTLEMAN'S WASHING BOOKS, CONTRACT PASSAGE TICKETS, EXPORT CARGO REPORTS, POWERS OF ATTORNEY,

CHARTER PARTIES, SHIPPING ORDERS, BILLS OF LADING, PASSENGER LISTS, BILLS OF SALE, LOG BOOKS,

SHIPS, .

WILLS,

Ohize Mbil Office, 2, Wyndham Street, (Back of Club).

Insurances

YANGTSZE INSURANCE ASSO-CIATION.

Special Reserve Fund....... 75,000 Total Capital and accumula. | Tis. 725,000

Directors:

F. B. FORBES, Eag. Chairman. M. W. Boyd, Esq. J. O. RREES, Esq. M. P. Evans, Raq. | C. Lucas, Esq. Secretaries: Messra. Russett & Co., Shanghal.

London Bankers: Messrs, Baring Brothers & Co. Agencies in: HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

TOLICIES granted on Marine Risks to all parts of the World, at current

Subject to a charge of 12 % for interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWEITING BUSINESS WIll be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co.

Hongkong, October 1, 1877. CHINESE INSURANCE COMPANY

(LIMITED.) NOTIOE. TOLICIES granted at current rates or Marine Risks to all parts of the World

In accordance with the Company's Articles

of Association. Two Thirds of the Profits

are distributed annually to Contributors, whether Shareholders or not, in proportion to the nett amount of Premia contributed by each, the remaining third being carried to Reserve Fund. OLYPHANT & Co.,

General Agents. Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY. THE Undersigned, Agents for the above Company, are prepared to grant In surations at current rates.

MELCHERS & Co., Agents, Royal Insurance Company, Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY. Incorporated by Royal Charter and

> Special Acts of Parliaments ESTABLISHED 1809.

CAPITAL £2,000,000. The following will be the hours of closing THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20

per cent. GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER

His Majesty King George The Biret, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:-

Marine Department,

Polloies at current rates payable either here, in London or at the principal Posts of India, China and Australia. Fire Department. Policies issued for long or short periods at current rates. A discount of 20 % allowed.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

Hongkong, July 25, 1872.

Undersigned have been appointed igents for the above Company at Hongkong, Canton, Foothow, Shanghal and Hankow, and are prepared to grant

Insurances at ourrent rates. HOLLIDAY, WISE & Co. Hongkong, October 14, 1868.

BHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS. Kwok Acheong, Merchant,

PANG YIM, Morchant. Ho Sam, of Hop Yik Chan, Merchant. Loo Yan, of the Yes On Hong, Merchant. LEE SING, of Lai Hing Firm, Merchant. CHEANG SING YRONG, Merchant. CHOY CHAR, Merchant.

Manager-HO AMEL POLICIES against FIRE granted on Buttotnes and on Goods stored

therein at CURRENT RATES, subject to

DISCOURT of 20 % on the Premia. OFFICE, 48, Bonham Strand, Hopgiong, August 28, 1877.

Insurances.

THE OHINA FIRE INSURANCE COMPANY, LIMITED

HEAD OFFICE HONGKONG.

GENOLES at all the Treaty Ports of China and Japan, and at Singapora. Saigon and Penang.

Risks necepted, and Policies of Insurance premted at the rates of Premium oursent at the above mentioned Posts NO CHARGE FOR POLICE PRES.

JAS. B. COUGHTRIE. Beerelasy. Hougkong, November 1, 1871.

> LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings of on Goods stored therein, on Coals in Matabads, on Goods on board Vessels and on Hulls of Vessels in Hanbour, at the usual Terms and Conditions. Proposals for Late Assurances will be re-

calved, and transmitted to the Directors for their decision. If required, protection will be granted on

drat class Lives up to £1000 on a Single For Rates of Premiuses, forms of propossis or any other information, apply to ARNHOLD KARBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867. QUEEN FIRE INSURANCE

COMPANY. THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premia.

NORTON & Co.,

Hongkong, January 1, 1874,

POST OFFICE NOTIFICATIONS.

MAILS BY THE FRENCH PACKET. The French Contract Packet ANADYR will be despatched from Hongkong on THURSDAY, the 29th Instant, with Malls to and through the United Kingdom and Europe, vid Marseilles; to Salgon, Singapore, Batavia, Galle, Australia, New Zesland, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Corre-

spondence to E. Africa, the Cape, St. Helena, and Ascension. Letters may also be forwarded to India by this Packet.

the Mails, dro. :-Wednesday, 28th Instant,-5 P.M., Money Order Office closes. Post Office closes except the NIGHT Box.

Thursday, 29th Instant,-7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and

Posting of all correspondence.

which remains open all night.

10 A.M., Registry of Letters ceases. 11 A.M., Post Office closes except for Late 11.10 A.M., Letters (but Letters only)

except those to and through Australia, may be posted on payment. to of a Late Fee of 18 cents extra postage, until 11.30 A.M., when the Post Office CLOSES

Hongkong, November 15, 1877. MAILS BY THE TORRES STRAITS PACKET.— The S. S. DIOMED, will be despatched from Hongkong, on or about SATUR-

DAY, the 1st December, with Mails

for Singapore, Somerset, Cooktown.

Cleveland Bay, Bowen, Keppel Bay. Brisbane, Sydney, Tazmania, New Zealand, and Melbourne. prespondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send

It via Galle. Hongkong, November 24, 1877.

MAILS BY THE ENGLISH PACKET.-The English Contract Packet GWALIOR will be despatched with the Mails for Europe, &c., on THURSDAY, the oth December.

The following will be the hours of closing the Mails, de :--Wednesday, December 5th .-S F.M., Money Order Office closes.

6 r.M., Post Office closes except the Night Box, which remains open all night. Thursday, December 6th,-

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence. 10 a. M. Post Office closes except for Late

Letters. Registry of Letters ceases. 10.15 a.m., Letters may be posted with Lara Fan of 18 cents extra * Postege till

11 A.M., when the Post Office Chours entirely. (11.80 A.M., Letters (but Letters only)
addressed to the United Kingdom Vis Brinder, or to Singapore; may be posted on board the Packet with

Late Fee of 48 cents extra postage, 11.50 A.M.; when the Mail is finally

Hongkong, November 23, 1877.

Printed and published by Gao. MURRAY BATE, at the Chine Mail Office, No. 3, Wysidem Street; Roughous